

**§ 236.589 Relays.**

(a) Each relay shall be removed from service, subjected to thorough test, necessary repairs and adjustments made, and shall not be replaced in service unless its operating characteristics are in accordance with the limits within which such relay is designed to operate, as follows:

(1) Master or primary relays of torque type depending on spring tension to return contacts to deenergized position in noncoded continuous inductive automatic train stop or train control system, at least once every two years; and

(2) All other relays, at least once every six years.

(b) [Reserved]

[49 FR 3387, Jan. 26, 1984]

**§ 236.590 Pneumatic apparatus.**

Automatic train stop, train control, or cab signal pneumatic apparatus shall be inspected, cleaned, and the results of such inspection recorded as provided by § 229.29(a). When a locomotive with automatic train stop, train control, or cab signal pneumatic apparatus receives out-of-use credit pursuant to § 229.33, the automatic train stop, train control, or cab signal apparatus shall be tested in accordance with § 236.588 prior to the locomotive being placed in service.

[61 FR 33873, July 1, 1996]

## **Subpart F—Dragging Equipment and Slide Detectors and Other Similar Protective Devices**

### **STANDARDS**

**§ 236.601 Signals controlled by devices; location.**

Signals controlled by devices used to provide protection against unusual contingencies, such as landslides, dragging equipment, burned bridges or trestles and washouts shall be located so that stopping distance will be provided between the signal and the point where it is necessary to stop the train.

**Subpart G—Definitions****§ 236.700 Definitions.**

For the purpose of these rules, standards, and instructions, the following definitions will apply.

**§ 236.701 Application, brake; full service.**

An application of the brakes resulting from a continuous or a split reduction in brake pipe pressure at a service rate until maximum brake cylinder pressure is developed. As applied to an automatic or electro-pneumatic brake with speed governor control, an application other than emergency which develops the maximum brake cylinder pressure, as determined by the design of the brake equipment for the speed at which the train is operating.

**§ 236.702 Arm, semaphore.**

The part of a semaphore signal displaying an aspect. It consists of a blade fastened to a spectacle.

**§ 236.703 Aspect.**

The appearance of a roadway signal conveying an indication as viewed from the direction of an approaching train; the appearance of a cab signal conveying an indication as viewed by an observer in the cab.

**§ 236.704 [Reserved]****§ 236.705 Bar, locking.**

A bar in an interlocking machine to which the locking dogs are attached.

**§ 236.706 Bed, locking.**

That part of an interlocking machine that contains or holds the tappets, locking bars, crosslocking, dogs and other apparatus used to interlock the levers.

**§ 236.707 Blade, semaphore.**

The extended part of a semaphore arm which shows the position of the arm.

**§ 236.708 Block.**

A length of track of defined limits, the use of which by trains is governed by block signals, cab signals, or both.